

# 2006 Annual Report

## *Citizen's Transportation Oversight Committee*



F. Rockne "Roc" Arnett, Chairman  
Jack W. Lunsford, Member at Large  
Terry Rainey, Maricopa County District 1  
Vacant, Maricopa County District 2

Nelson Ladd, Maricopa County District 3  
George Davis, Maricopa County District 4  
Vacant, Maricopa County District 5



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## *Oversight Committee*

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## **SECTION 1 INTRODUCTION & PROGRAM UPDATE**

### **CITIZEN'S TRANSPORTATION OVERSIGHT COMMITTEE (CTOC)**

On April 21, 1994, House Bill 2342 established a Citizen's Transportation Oversight Committee (CTOC) to facilitate citizen involvement in the decision making process of freeway planning and construction. Their primary responsibilities included review and advisory functions concerning the Regional Transportation Plan, the Transportation Improvement Plan (TIP), changes to the plan, and on the priorities regarding Proposition 300 freeways for corridor and segment development. An annual audit must be performed by an outside audit firm of the expenditures of the Regional Area Road Fund (RARF), along with necessary public hearings. Members were appointed for a period of three years by each of the governing bodies of cities and towns and tribal councils in Maricopa County. The Governor appoints a Chairperson and a Member at Large. Staff and coordination support was to be provided by the Special Assistant for the Regional Freeway System.

House Bill 2172 was passed in 1996 that repealed the existing CTOC and created a new seven member CTOC with the same statutory responsibilities as the original committee. The new CTOC is authorized to; review and make recommendations regarding any proposed major revision to the MAG Transportation Improvement Program; consult with the State Auditor General regarding the required Performance Audit of the Regional Freeway System; receive and make recommendations to MAG regarding citizens complaints relative to MAG's statutory responsibility over the Regional Freeway System; and receive, review and make recommendations to the State Transportation Board regarding citizens complaints about the Regional Freeway System. The seven-member committee consists of five members appointed by each of the members of the Maricopa County Board of Supervisors. The Governor appoints a Chairman and Member at Large. Members previously appointed by the local jurisdictions under the old legislation could opt to complete their original term.

Arizona House Bill 2456, which was passed in the Spring 2004 session of the Arizona Legislature, redefined the role of the CTOC. The CTOC Board will be involved in all matters relating to the Regional Transportation Plan (RTP). The RTP is a comprehensive multi-modal and coordinated regional plan. The RTP covers all major modes of transportation from a regional perspective, including freeways/highways, streets, public mass transit, airports, bicycles and pedestrian facilities. The RTP is developed through a cooperative effort among government, business and public interest groups.



ARS §28-6356 provides CTOC's new roles. The CTOC Board plays a number of important roles in the regional transportation process. It reviews and advises MAG, RPTA and the State Transportation Board on matters relating to the RTP; the Transportation Improvement Program (TIP); the ADOT Five-Year Construction Program and the Life Cycle management programs. This includes making recommendations on any proposed major amendment of the RTP, on criteria for establishing priorities, and on the Five Year Performance Audit of the RTP. The CTOC Board will conduct an annual Financial Compliance Report of expenditures from the regional area road fund, the public transportation fund and receive the auditor's report.

The CTOC Chairperson is a voting member of the MAG Regional Council and Transportation Policy Committee on matters related to the Regional Freeway System and Regional Transportation Plan, and a nonvoting member of ADOT's Priority Planning Advisory Committee.

### **REGIONAL TRANSPORTATION PLAN LIFE CYCLE PROGRAM**

Arizona House Bill 2292, which was passed in the Spring 2003 session of the Arizona Legislature, established the Transportation Policy Committee which was tasked with developing a Regional Transportation Plan for Maricopa County, and established the process for an election to extend the current ½ cent County Transportation Excise Tax. The Regional Transportation Plan includes both new freeway corridors to serve growth in the region and improvements to the existing system to reduce current and future congestion. The Regional Transportation Plan also addresses quality of life issues such as noise mitigation, maintenance, litter control and landscaping. The Regional Transportation Plan has three major components: Freeways/Highways, Transit and Arterial Roads.

On November 2, 2004, voters in Maricopa County approved Proposition 400 to extend the existing half-cent Sales Tax for transportation for an additional twenty years to 2026. The current tax expired December 31, 2005. The extension began January 1, 2006.

The Regional Transportation Plan Freeway Program (RTPFP) is funded by three primary revenue sources: the extension of the Maricopa County transportation excise tax (often referred to as the one-half cent sales tax or Regional Area Road Funds RARF), the Arizona Department of Transportation's (ADOT) funds dedicated to Maricopa County and federal funds.

Per ARS 42-6105.E, 56.2 percent of all sales tax collections will be distributed to freeways and state highways; 10.5 percent will be distributed to arterial street improvements; and 33.3 percent will be distributed to the public transportation fund.



The RTPFP Life Cycle Program includes both new facilities and improvements to the existing system. Operation and maintenance of the system are also addressed. Projects include new freeway corridors, additional lanes on existing facilities, new interchanges at arterial cross streets, high occupancy vehicle ramps at system interchanges, noise mitigation and maintenance and operations programs.

The concept of a Life Cycle Program refers to a programming approach that forecasts and allocates funds through the full life of a major funding source. The Life Cycle Program covers the project program through fiscal year 2026, and reflects a fiscal balance between anticipated revenues and expenditures. The Life Cycle Program provides the necessary management tools to ensure both ADOT and MAG maintain realistic planning and construction schedules, predicated upon funding, and provide periodic reports to the public and other governmental agencies.

### **MAJOR MILESTONES IN 2006**

- ❑ SR85 from Southern Avenue to I-10 utility construction project was advertised in April 2006.
- ❑ The Black Canyon Freeway (I-17) from 16<sup>th</sup> Street to Buckeye Road screen wall construction project was advertised in April 2006.
- ❑ The Maricopa Freeway (I-10) at Ray Road TI improvement project was advertised in May 2006 and awarded in July 2006.
- ❑ The Agua Fria Freeway (SR101 Loop) at Bethany Home Road north half TI construction project was advertised in May 2006 and awarded in July 2006.
- ❑ Quiet Pavement VII (I-10, Dysart Road – 67<sup>th</sup> Avenue) project was advertised in June 2006.
- ❑ The Agua Fria Freeway (SR101 Loop) at Bethany Home Road south half of TI was opened in August 2006. A ribbon cutting ceremony was held Thursday, August 3, 2006.
- ❑ The Superstition Freeway (US60) at Higley Road TI improvement project was advertised in August 2006 and awarded in November 2006.
- ❑ The Papago Freeway (I-10) at 43<sup>rd</sup> Avenue / 51<sup>st</sup> Avenue TI improvement project was advertised in September 2006 and awarded in November 2006.
- ❑ The Agua Fria Freeway (SR101 Loop) from I-10 to I-17 Freeway Management System (FMS) construction project was advertised in September 2006 and awarded in November 2006.



- ❑ Quiet Pavement Phase VIII construction project was advertised in October 2006.
- ❑ The Black Canyon Freeway (I-17) at Jomax Road / Dixileta Drive TI construction project was advertised in December 2006.
- ❑ The Superstition Freeway (US60) from Val Vista Drive to Power Road landscape construction project was advertised in December 2006.
- ❑ SR85 from MC85 to Southern Avenue roadway construction project was advertised in December 2006.

### **PROGRAM CHANGES IN 2006**

The detail information are shown in Appendix 'A'

- ❑ Incorporated locally accelerated projects.
- ❑ Combined two projects into one project for construction efficiency.
- ❑ Repackaged SR85 corridor projects.
- ❑ Repackaged Freeway Management System (FMS) projects based on the latest FMS plan.
- ❑ Created new landscape projects.
- ❑ Deferred two TI projects to FY 2007 from FY 2006.
- ❑ Incorporated Statewide Transportation Acceleration Needs (STAN) advanced projects.
- ❑ Updated design, R/W and construction costs based on latest estimates.
- ❑ Modified some design and R/W project schedules to align with study schedules.
- ❑ Modified some construction project schedules to align with design schedules.
- ❑ Repackaged I-17 R/W and construction projects based on latest information.
- ❑ Separated design and R/W projects from multi-phased projects.
- ❑ Adjusted South Mountain and Bob Stump Memorial Parkway (SR303 Loop) projects based on the latest plan.
- ❑ Updated Asphalt Rubber Noise Mitigation projects.
- ❑ Minor project name changes to reflect updated project limits.
- ❑ Created TI improvement subprogram project on Agua Fria Freeway at Thunderbird Road.
- ❑ Created new construction project at the I-10/SR303 Loop TI.



- ❑ Created item for the Williams Gateway Freeway Corridor for continuous funding of R/W protection.
- ❑ Created TI improvements subprogram for continuous funding of TI improvement projects.
- ❑ Deleted design and construction of I-10, SR303 Loop – Sarival Road project because scope is included in other project.
- ❑ Deleted future design and study funding because these projects are covered by the Management Consultant item.

### **PROGRAM TRENDS**

For the last six months of year 2006, revenue growth rates for the Transportation Excise Tax Revenues have slowed compared to previous year. This is primarily due to weaker than anticipated retail sales in Maricopa County.

2006 bid amounts on several Regional Transportation Plan Freeway Program construction projects have not demonstrated a clear trend (some reflect higher costs than estimated while others reflect lower costs). Overall, bid amounts came close to ADOT's estimates with more bids received compared to previous year. Construction material costs have appeared to stabilize from the rapid increases that have been seen over the last two years. Although the increases have moderated, there has not been a significant decline for key commodities to previous levels.

However, based on numerous studies currently underway, construction and R/W costs for two new freeways (South Mountain and Bob Stump Memorial Parkway, SR303 Loop) and major corridor improvement projects (I-10 and I-17) reflect significantly higher costs than initial estimates, which were developed in 2003. These higher estimates are due to increased costs for construction materials and substantial increases in real estate values, which result in higher right-of-way costs. Scope refinements identified during design studies have also led to certain cost increases. The Department will have better information to determine the magnitude of cost increases as studies progress. If these cost increases continue long term, they will have a substantial impact on the program and the Department's ability to deliver the program as currently planned, within the originally anticipated timeframe.

ADOT will continue to monitor market conditions and costs throughout fiscal year 2007 to determine if higher construction and right-of-way costs are short-term in nature or reflect general long-term trends.

ADOT also is updating cost estimates for the RTP Freeway Program based upon the results of design and scoping studies currently underway. The information from this work will be incorporated into ADOT's cost estimates as they become available.



ADOT will monitor and review these trends closely and will continue assessing the potential financial impact to the program.

## **DESIGN CONCEPTS AND ENVIRONMENTAL STUDIES**

An Environmental Impact Statement (EIS) / Design Concept Report (DCR) is underway for the South Mountain Freeway Corridor (SR202 Loop).

A DCR/Categorical Exclusion (CE) is underway for the Red Mountain Freeway Corridor (SR202 Loop) between SR51 and the Pima Freeway (SR101 Loop).

A DCR/Environmental Document (ED) is underway for the Red Mountain Freeway Corridor (SR202 Loop) between the Pima Freeway (SR101 Loop) and Gilbert Road.

A DCR/ED is underway for the I-10 corridor between Sarival Road and the Agua Fria Freeway (SR101 Loop).

A DCR/EIS is underway for the I-10 corridor between SR51 and the Santan Freeway (SR202 Loop).

A DCR/Environmental Assessment (EA) is underway for the I-10 Reliever (SR801) between SR85 and the South Mountain Freeway (SR202 Loop).

A DCR/EA is underway for the Bob Stump Memorial Parkway (SR303 Loop) between the I-10 Reliever (SR801) and I-10.

A DCR/ED is underway for the Williams Gateway Freeway (SR802).

A DCR/EA is underway for the Bob Stump Memorial Parkway (SR303 Loop) between I-10 and Grand Avenue (US60).

A DCR is underway at the SR85/I-8 TI.

A DCR/EA was completed for the Bob Stump Memorial Parkway (SR303 Loop) between Happy Valley Road and I-17. The State Transportation Board adopted the recommended alignment in December 15, 2006.

## SECTION 2 ADMINISTRATIVE

CTOC statutory authority and responsibilities are defined in the Arizona Revised Statutes, A.R.S. § 28-6356 (shown in Appendix 'C'). This section of the report provides a summary of CTOC membership and regular CTOC administrative responsibilities.

### MEETINGS

The Citizen's Transportation Oversight Committee (CTOC) met five times in 2006 including one joint public hearing. The committee reviewed and discussed a broad range of topics.

The regular CTOC meetings for January, May and November were held at the Arizona Department of Transportation, Transportation Board Room, 206 South 17th Avenue, Phoenix, Arizona.

The regular CTOC meeting for September was held at the Valley Metro / RPTA Office, 302 North 1<sup>st</sup> Avenue, #700, Phoenix, Arizona.

A Joint Public Hearing with the Maricopa Association of Governments Regional Council (MAG), the Regional Public Transit Authority (RPTA) and the State Transportation Board (STB) was held at the MAG Offices at 302 North 1<sup>st</sup> Avenue, in Phoenix. The meeting dates follow:

<b>Tuesday, January 31, 2006</b>	<b>Regular Meeting</b>
<b>Friday, March 10, 2006</b>	<b>Joint Public Hearing at MAG</b>
<b>Tuesday, May 23, 2006</b>	<b>Regular Meeting</b>
<b>Tuesday, September 26, 2006</b>	<b>Regular Meeting at Valley Metro</b>
<b>Tuesday, November 28, 2006</b>	<b>Regular Meeting</b>



## MEMBERS

The following is a list of current members as of December 2006.

<u>MEMBER</u>	<u>TERM EXPIRES</u>
F. Rockne "Roc" Arnett, Chairman	January 2008
Jack W. Lunsford, Member at Large	January 2008
Terry Rainey, Supervisor's District 1	June 2007
Vacant, Supervisor's District 2	
Nelson Ladd, Supervisor's District 3	January 2008
George Davis, Supervisor's District 4	March 2007
Vacant, Supervisor's District 5	

## ADMINISTRATIVE AGENDA ITEMS

### Financial Compliance Report

Under A.R.S. § 28-6356, subsection F.5, CTOC is required to conduct an Independent Financial Compliance Report of the Regional Freeway System and RTP expenditures. The firm of Deloitte & Touche, L.L.P. was contracted to perform the agreed-upon procedures.

Deloitte & Touche conducted the Financial Compliance Report for the Maricopa Regional Area Fund, management and the Citizens Transportation Oversight Committee solely to assist in evaluating the Fund's compliance with the Arizona Revised Statute during the year ending June 30, 2006. This agreed-upon procedure

was conducted in accordance and to attest to the standards established by the American Institute of Certified Public Accountants. Deloitte & Touche confirm the classifications on the expenditures agree and that the classifications were approved to be spent for those services. They examine expenditures in comparison to the project; they verify projects were not over expended. The findings on those procedures revealed there were no exceptions found on any of the procedures. The report on the Maricopa Area Regional Fund and ADOT went very well this year, as they do historically. The report was a positive report with no exceptions.

### **Annual Budget**

The annual proposed CTOC Budget for 2006-2007 totaled \$43,000, which included report fees, employee expenses, transcription activities, routine business costs and other administrative costs.

The proposed budget included \$15,000 for personal services, \$4,000 for employee related expenses, \$15,000 for professional and outside services, \$1,000 for travel expenses and \$8,000 for other operating expenses. Budget Report in Appendix F.



## **SECTION 3 INFORMATIONAL AGENDA ITEMS**

There were numerous presentations made to CTOC that provided the Committee and the public with background information and an opportunity to discuss and comment on a variety of transportation issues. The following is a list of a number of the agenda items presented at the meetings in 2006.

### **PROGRAM RELATED ITEMS**

#### **Tentative FY2007 – FY2011 Regional Freeway System and Regional Transportation Plan Freeway Programs**

ADOT presented the Tentative FY 2007 – 2011 Five-Year Transportation Facilities Construction Program in the MAG region to CTOC at the May 23, 2006 meeting and at the Joint Public Hearing with MAG Regional Council, the Transportation Board, Regional Public Transit Authority and Metro on March 10, 2006.

They anticipate the Transportation Board will approve the FY 2007-2011 MAG Regional Transportation Plan Freeway program and Regional Freeway System Program at its June 23, 2006 meeting. The material and construction cost increases have significantly impacted the program, causing them to revise and modify the program. Ten projects totaling over \$100 million had to be deferred from 2006 to 2007 to keep the program in balance. In the FY 2007-2011 program 15 projects had to be deferred one or two fiscal years and 23 projects had cost changes totaling \$87 million. The Five-Year Program includes new freeway construction, new HOV and general purpose lanes, interim corridor development, right-of-way protection, existing freeway, Grand Avenue corridor improvements, new traffic interchanges and new HOV ramp connections. With regard to the South Mountain Corridor, construction can begin on the west side in the year 2011, but construction on the east side will depend on whether or not the Gila River Indian Community allows them to study alternatives on community land. The new Governor of the Gila River Indian Community has indicated a desire to move forward with a vote in the near future that would allow residents of the community to vote whether or not they want ADOT to proceed with the study on their lands. The program also calls for the continuation of the quiet pavement program, adding an additional 34 miles of rubberized asphalt throughout the valley. In current program, we will spend \$654.4 million in 2007, \$286.1 million in 2008, \$554 million in 2009, \$605.4 million in 2010 and \$884.2 million in 2011 for a total program cost of \$2.98 billion.



## **Valley Metro – RPTA 20-Year Strategic Vision and Plan**

Valley Metro is looking at a Twenty-Year Strategic Plan and Efficiency Study. Their Board developed a draft vision, mission and goals that will go to their Board on October 19, 2006. Under Proposition 400, the agency went from \$7 million to more than \$100 million and needs to look at things differently. The purpose in this presentation is to get input on the future of their organization.

The Twenty-Year Strategic Plan is critically important for Valley Metro, RPTA and Department Agencies. It has been underway since March 2006. Proposition 400 was a huge catalyst. RPTA's environment is changing with organization changes, outside pressures including oil prices and growth related issues. Interviews have been held with stakeholders including RPTA's member agencies, ADOT and MAG. Comments heard included safe service, secure service, timely, reliable, on-time, convenient, affordable, access to jobs, medical facilities and delivery on Proposition 400. Challenges include funding and cooperation between memberships getting the service out. On June 22nd, a Retreat for their Board was facilitated to put together the mission and vision statements. A follow up meeting was held on September 7th. Prior to that, input was used from interviews and meetings on the mission and vision. The draft mission statement and vision statement were shared. A session on goals also was held. From that point outreach to the business community is needed.

"Efficiency - Effectiveness Study" that focuses on Proposition 400 and accountability.

This separate effort has been underway since March or April 2006. The focus has been on how the reporting is going to work particularly on fixed routes, bus service, para-transit service and rail service. A technical advisory committee is working to come up with performance measures to report on performance under the Proposition 400 context. Audits will take place on five-year intervals. Four specific goals include a system of preservation and safety, access and mobility, sustaining environment and accountability and planning. They looked at what is currently being reported, what is the industry's best practice and how to ensure Proposition 400 requirements are being met. A proposed framework was developed and includes recommendations of detailed performance measures including fare box recovery ratio, cost per revenue mile and so on. The intent of the process was to have as much congruence as possible between what rail was going to report and what bus was going to report. Next steps are to continue with the technical advisory committee schedule, a testing of the framework and a measurement manual with consistent definitions.



### **Status Report on STAN Funding**

This "Statewide Transportation Acceleration Needs Account" was approved during the last Legislative Session and allocates funding to assist the ADOT in transportation needs statewide. It provides \$307 million for projects including the acceleration of

highways. Eligibility criteria included project readiness, Environmental Studies underway or nearly completed and Design Concept Reports at 30 percent or more. Construction projects were identified and prioritized as to their readiness including right-of-ways. MAG members have been reviewing and prioritizing projects and a process for narrowing projects is in place to recommend projects to send to the MAG Regional Council for approval at a December 13, 2006 meeting. They will review and possibly approve the recommendations. Those recommendations will be forwarded to ADOT and the State Transportation Board to review and possibly approve at their December 15th meeting. The recommended list of projects include: (1) I-10 from Verrado Way to Sarival Road, construct 5.7 miles of general purpose lanes for \$46.9 million, moving west toward SR 85; (2) I-17 from Anthem Way to Carefree Highway, construct 5.1 miles of general purpose lanes for \$33.1 million, continuing a dramatic amount of construction on I-17 during the next several years. (3) Loop 303, recommendation is a partial traffic interchange at Bell Road and Loop 303 due to the dramatic business growth and a second piece is to construct bridge structures at Cactus and Waddell Roads and the Loop 303; (4) Loop 101 from Tatum to Princess Drive, add 5.2 miles of HOV lanes to Loop 101 Freeway; (5) Loop 101 Price Freeway from Baseline Road to Santan Freeway, add 5 miles of HOV lanes; and (6) Williams Gateway Freeway, from Loop 202 to Meridian Road, adding \$20.3 million for right-of-way protection. Senator Verschoor, Chair of the Senate Transportation Committee indicated he plans to initiate further STAN funding this legislative year for an additional \$200 million.

### **Status of Regional Transportation Plan Funding for Litter, Landscaping and Sweeping**

The Maintenance Program includes funding for litter, landscaping, sweeping, prevention and education. In terms of litter, the proposed program calls for weekly pickups in urban and suburban areas, more crews assigned to urban and suburban areas, and hot spot crews on call for same-day response. With regard to landscaping, the proposed program includes additional trimming for aesthetics, more weed control, and the clean-up of less visible areas. The sweeping portion of the program calls for increased urban sweeping in sensitive areas with PM-10 Compliant Sweepers and additional sweeping in non-urban areas where curbs are installed. The proposed prevention and education component includes \$300,000 to be administered by ADOT and MAG. The program started January 30, 2006 with the first litter crew. By the end of the first week, at least three new litter pickup crews will be working in the East Valley and West Valley with five to seven more planned in the coming weeks.



## STUDIES

### East Valley Pinal County Planning Studies

The Corridor Definition Studies were intended to address long-range transportation needs in rapidly growing areas of Pinal County. Initially, ADOT examined population, employment and travel demands in 2030 and forecasted the need for future capacity. ADOT also reviewed environmental, geographic and community constraints. ADOT met with the public to review its findings and changed its recommendation based on input from the public to focus on build-out. The study demonstrates the need to integrate land-use policies with future transportation planning. State land is a significant variable in how western Pinal County develops so they worked closely with the State Land Department to determine their development plans. There has been significant land use development in the Gold Canyon area; therefore, they are looking at re-routing the US60 in that area. The Design Concept Report and Environmental Statement are in our Five-Year Construction Program for FY 2006. We are recommending the Williams Gateway as a freeway. Approximately one third of the freeway is located in Maricopa County so MAG looked at more precisely locating that corridor within Maricopa County as part of the Corridor Definition Study. The north/south freeway is forked at the end because they were unable at the planning level to identify which of the two alternatives was preferable. We are now doing a separate analysis of just those alternatives. The traffic model developed as part of the study indicated the need for future State highways to meet travel demand in the fairly distant future. As Pinal County continues to grow, the State system, which is primarily a two lane State highway, will need to be expanded to meet growth. Therefore, the State infrastructure they see being necessary at build-out includes the construction of several new freeways as well as significant upgrading of existing State highways. Their recommendations deal with State facilities and the system only works if they have a mature local arterial system. The recommendations reflect general planning level corridors, not exact alignments. The alignments will be determined by future studies based on demand, level of build-out and engineering feasibility. The north/south corridor option will be recommended to the State Transportation Board in 2006, following additional study. Continuing coordination and cooperation are needed to create an integrated regional transportation system. Pinal County understands they will have to participate with ADOT in addressing the transportation challenges that high growth creates. We are looking at coordinating land use planning with State and local transportation planning. ADOT is working with the county and local governments through its Small Area Transportation Studies Program. A formal resolution will be presented to the Transportation Board requesting adoption of the recommendations developed by the Corridor Definition Studies into the MoveAZ Long-Range Transportation Plan. By formally incorporating them into MoveAZ, they can legally continue to do the studies necessary to develop the transportation system in Pinal County.



### **Williams Gateway Study**

In February 2006, the State Transportation Board approved a plan produced by Transportation Planning Division, which allowed for the study of two corridors for future construction projects. A few years ago an alternative alignment for the US60 was proposed by BRW, Consultants for further study. The contract will include both the US60 re-route and the Williams Gateway Freeway extension from the Maricopa County/Pinal County line to its logical terminus. The conceptual plan for the US60 re-route is to start it where the Superstition Freeway ends, move it around Gold Canyon, to where the Renaissance Festival is held. ADOT developed the scope of work in April 2006 and assembled a Statement of Qualifications package with Engineering Consultant Services. The project was advertised on May 3rd and May 10, 2006 and opportunity week commenced on May 15th. The Statements of Qualifications are due May 24th and selection approval will occur on June 6th. The draft and final engineering and environmental studies will take the next two to three years. ADOT and Consultant responsibilities include holding public meetings, coordinating with stakeholders and MAG, preparing and reviewing engineering documents, preparing environmental studies, maintaining and updating the schedule and preparing a detailed construction cost estimate.

The L/DCR components include an alternatives selection report, long-term improvement plans, a corridor implementation plan, a traffic report, a geo-technical/pavement analysis, a drainage report and an evaluation of needed structures.

### **Hassayampa Study**

Development is being reviewed outside of the east and west valleys and areas surrounding the valley are adding traffic and pressures to the transportation system. The Hassayampa Valley, west of the west valley, Hidden Valley and Northern Pinal County are included in Framework Studies to review corridors. The Hassayampa Valley Framework Study is underway; presentations have been made. The Hassayampa is roughly 1,500 square miles. Currently, the Metropolitan area is roughly 2,000 square miles. I-10 is an important corridor not only for movement for the communities but the lifeline to Long Beach and freight. Issues include the White Tank Mountains separating the area from the rest of the valley. A study review team has been meeting to discuss the framework, meet with developers and other stakeholders and review alternatives including more than 45 different transportation plans. Assumptions found that the Hassayampa Valley build-out will be 2-3 million people, generating 8 million trips per day, assuming 50 percent of the trips to schools, shopping and work will stay within the study area and that about 3 million trips daily will leave the Hassayampa Valley. The conceptual framework includes identifying high



capacity corridors spaced at six to ten miles, considering medium capacity corridors, being sensitive to the White Tanks environment and developing multi-modal transportation. Preliminary Network Assessment data was gathered on centerline miles by facility type, lane miles by facility type, lane miles by 1,000 persons, Phoenix Urban Area Transportation service comparison and peer City Transportation service comparison. Future activities include a Study Review Team meeting on December 7, 2006, a Developer and Public Information forum on December 14th, a release of the draft project working papers in January 2007 and recommendations for MAG by March 2007. In regard to the Hidden Valley Roadway Framework Study, a consortium of agencies is working to address needs as well as prioritize improvements. The area includes approximately 1,800 square miles and could include 3 million people by build-out. There are 5 million people in Phoenix, about 3 million in Hassayampa, 3 million in Hidden Valley for a total of approximately 12 million people in the Metropolitan Phoenix area at build-out. The schedule for this is to get a general framework by December 2007 and recommendation for MAG and CAAG by July 2008.

## **AIR QUALITY AND OTHER SUBJECTS**

### **Air Quality Issues & Overview**

The Transportation Planning Division, Air Quality Policy Branch is responsible for implementing provisions required in the Clean Air Act, statewide consultation for transportation, air quality planning, conducting transportation related air quality planning and research projects to ensure that air quality standards are met throughout Arizona. The Clean Air Act provides the principal framework of national, state and local efforts to protect air quality. Under the Clean Air Act, EPA is responsible for setting standards, also known as National Ambient Air Quality Standards (NAAQS) for pollutants which are considered harmful to people and the environment. The Clean Air Act requires states to develop State Implementation Plans (SIPs) that explain how each state will do its job under the Clean Air Act. The six criteria pollutants identified under the NAAQS; lead, nitrogen oxides, carbon monoxide, sulfur dioxide, particulate matter, and ozone. The only two counties in the country are in non-attainment for lead and no states are in non-attainment for nitrogen oxides. Arizona does not violate the standard for Carbon Monoxide; however, Texas, California, Nevada, Oregon and Montana still have programs. Southeast Arizona's copper mines cause the region to violate the SO<sub>2</sub> standard and the nation's EPA exceeds the standard for Particulate Matter. The TPD Air Quality Policy Branch determines the feasibility of commitments to air quality and transportation control measures for inclusion in the non-attainment area plans and active participation during the development of State Implementation Plans. If a control measure is adopted through the ADOT governing board, the Transportation Planning Air Quality Policy Branch monitors the measures and prepares the required progress reports. Transportation conformity is a way to ensure that federal funding and approval are given to those transportation activities that are consistent with air quality goals. Under the Conformity Rule, transportation control



measures are strategies that are specifically identified and committed to in State Implementation Plans and are either listed in Section 108 of the Clean Air Act or will reduce transportation-related emissions by reducing vehicle use or improving traffic flow. Regardless of where they get funding, regionally significant transportation projects must be evaluated against the State Implementation Plan.

Maricopa County is meeting EPA requirements for lead, sulfur dioxide, carbon monoxide, nitrogen oxides, and particulate matter fine standards. The region now must work to reduce pollution for new eight hour ozone standards and the current particulate matter standard PM<sub>10</sub>. A 3,000 square mile area of Maricopa and Pinal Counties has been designated a non-attainment area because it does not meet the Federal air quality standards for particulates smaller than ten microns in diameter. A PM<sub>10</sub> Plan for Maricopa County was approved by the U.S. Environmental Protection Agency. The plan shows how Maricopa County will attain federal PM<sub>10</sub> standards by 2006. The plan has 77 measures to reduce particulate pollution from all significant sources. The region, however, continues to violate the health standards for PM<sub>10</sub> and a new more stringent plan will be needed by December 31, 2007. Transportation is not the only contributing factor, with most being related to construction and earth moving. ADOT's commitments: 1) development of intelligent transportation systems; 2) expansion of public transportation systems; 3) carpools, rideshare, preferential parking, and alternative work schedules; 4) constructing HOV lanes; 5) tougher enforcement of vehicle registration and test compliance; 6) roadway improvements that reduce congestion; and 7) paving, vegetating, and curbing shoulders and stabilizing unpaved access points onto paved roads.

The Air Quality Policy branch is actively involved in funding research projects that include ways to mitigate and improve air quality. They recently completed an Arizona State University Study related to tire wear emissions for asphalt rubber and Portland cement concrete pavement surfaces. The study concluded emission rates of tire wear per kilometer driven at PCC road surface are 1.4-2 times higher than emission rates of tire wear at AR-ACFC road surface. They also undertook a study to identify emission sources in Pinal County. The State already submitted a 309 plan, which covered all the national park and wilderness areas, but a Regional Haze 308 Plan will be submitted to address visibility in National Parks. The eight hour Ozone Plan and PM<sub>10</sub> 5% plans are due in 2007, while the SO<sub>2</sub> Maintenance Plans are due in 2006/07. New rules for toxics might require ADOT to look at toxics on their hot spot analysis. ADEQ/EPA will be revising the conformity requirements and the EPA rule for Hot Spot Analysis will most likely be finalized by the end of this year. They will begin their own research project to look at PM<sub>10</sub> control measures they can do in the MAG region to help enforce and address existing TCMs. The Governor had an Executive Order last year to look at climate change and a report will be in place in a month and the Governor will make a recommendation on addressing greenhouse gases. They will also watch air quality monitors in Pinal, Maricopa, and Yuma counties for PM<sub>2.5</sub> and PM<sub>2.5-10</sub> standards.



## **Statewide Growth and Transportation**

A summary of action items from meetings held with other councils of governments held across the State were discussed using visual depictions of the State in 2000 with 5.5 million people and a projection of 16 million in the State. There is tremendous growth in Pima County, Pinal County and Maricopa County. In Arizona, only approximately thirty percent of the land is available for development, the rest is forest park land. If we are going to continue to grow, we need to look at statewide mobility. There is an increasing amount of work being done with Pinal County, including the MOVE Arizona Plan, Hidden Valley Study and incorporating a companion study on Hassayampa Valley. These are major planning areas with a build-out population of two to three million people west of the White Tank Mountains. Housing units in Maricopa County and Pinal County approved or in the pipeline to be approved are estimated to be 1.5 million, which translates to four million people. The City of Maricopa has grown from 1,000 to 20,000 and is on its way to 100,000. And has one way in, causing major issues.

Money for transportation relies on four areas: 1) local taxes - Proposition 400, this year raising approximately \$360 million, enjoying double-digit growth over the last 15-16 months; 2) federal funds – increasing speculation the Highway Trust Fund is going to go broke, which is not true, the next reauthorization will be put in place in 2009 and will not include large increases; 3) private sector; 4) State Highway User Revenue Fund – FY2005, \$1.23 billion with 50 percent going to ADOT for distribution to cities and towns and counties.

Fuel taxes are declining. They have been fixed at 18 cents since 1991. In 1995, they represented 57 percent of the funding and it will fall to 50 percent by 2010 and will continue to fall if the gas tax isn't changed.

## **Legislative HURF Transfer**

The legislature has swept a variety of funds in an attempt to balance the State budget, with as much as \$800 million coming from the HURF Fund and Vehicle License Tags. The funds will not be returned all at once, but there was clearly an understanding after last year's transfer of \$118 million from HURF to the General Fund that the legislature would restore at least that amount. Several bills have been introduced and upon CTOC's decision they could endorse repaying the \$118 million to HURF. One way in which communities can participate locally in funding freeway acceleration is to have greater bonding authority within the municipalities themselves. Public Safety and Transportation issues are currently funded out of the cap of 6 percent of the city's assessed value, but a bill introduced last year would let citizens of the cities determine if they wanted to move those issues to the 20 percent cap.



## **SECTION 4 APPENDIX**

APPENDIX A	PROGRAM CHANGES IN 2006
APPENDIX B	CTOC 2006 ISSUES DATABASE
APPENDIX C	CTOC STATUTE
APPENDIX D	FINANCIAL COMPLIANCE REPORT
APPENDIX E	2005 PERFORMANCE AUDIT STATUS
APPENDIX F	CTOC BUDGET
APPENDIX G	JULY 2006 CERTIFICATION MAPS

## **APPENDIX A**

### **PROGRAM CHANGES IN 2006**



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**ARIZONA DEPARTMENT OF TRANSPORTATION  
PROPOSED CHANGES TO THE RTP FREEWAY PROGRAM  
FY 07 - FY 11**

			Fiscal Year		Budget (000)			Schedule (Ad Date)				
Route	Phase	Project	From	To	From	To	Change	From	To	Change	Other Misc. Changes (Comments)	Item No.
I-10, PAPAGO AND MARICOPA												
10	RC	43rd Ave	07	None	\$625	\$0	(\$625)				Combine this project with "51st Ave" project for construction efficiency.	12907
10	RC	51st Ave	07	07	\$875	\$1,840	\$965				Change project name to "43rd Ave / 51st Ave". Add scope and funding from the "43rd Ave" project to this project for construction efficiency. \$340K - Pavement Preservation Funds	13007
10	RC	Bullard Ave TI	06	07	\$11,000	\$11,000	\$0				Need to acquire R/W clearance letter	14902
10	RD	303L - Dysart Rd	09	None	\$4,620	\$0	(\$4,620)				Delete this design project and create three separate design projects based on acceleration plan.	43009
10	RD	Sarival Rd - Dysart Rd, City Advancement	None	07	\$0	\$2,800	\$2,800				Created this design project to align with acceleration plan.	New
10	RD	Sarival Rd - Dysart Rd, City Advancement	None	08	\$0	\$1,900	\$1,900				Created this design project to align with acceleration plan.	New
10	RD	303L - Sarival Rd	None	09	\$0	\$1,200	\$1,200				Created this design project to align with acceleration plan.	New
10	RC	303L - Dysart Rd	11	None	\$84,000	\$0	(\$84,000)				Delete this construction project and create three separate construction projects based on acceleration plan.	40011
10	RC	Sarival Rd - Dysart Rd, City Advancement	None	08	\$0	\$44,000	\$44,000				Created this construction project to align with acceleration plan. City Portion: \$38.4M	New
10	RC	Sarival Rd - Dysart Rd, Pavement Preservation Fund	None	08	\$0	\$6,000	\$6,000				Pavement Preservation funding contriubution (convert AC to PCCP)	New
10	RC	Sarival Rd - Dysart Rd, City Advancement	None	09	\$0	\$35,000	\$35,000				Created this construction project to align with acceleration plan.	New
10	RC	303L - Sarival Rd	None	11	\$0	\$22,000	\$22,000				Created this construction project to align with acceleration plan.	New
10	RD	Dysart Rd - 101L, Agua Fria, City Advancement	None	07	\$0	\$2,805	\$2,805				Created this construction project to align with acceleration plan.	New
10	RC	Dysart Rd - 101L, Agua Fria, City Advancement	None	08	\$0	\$51,000	\$51,000				Created this construction project to align with acceleration plan.	New
10	RD/RW	SR51 - 40th St, CD Road	10	None	\$20,000	\$0	(\$20,000)				Delete this project and create separate design and R/W projects.	40110
10	RD	SR51 - 40th St, CD Road	None	10	\$0	\$10,000	\$10,000				Separated this design project from multi phased project (RD & RW).	New
10	RW	SR51 - 40th St, CD Road	None	10	\$0	\$10,000	\$10,000				Separated this R/W project from multi phased project (RD & RW).	New
10	LD	Sarival Rd - Dysart Rd	None	10	\$0	\$320	\$320				Create new landscape design project.	New
I-17, BLACK CANYON												



**ARIZONA DEPARTMENT OF TRANSPORTATION**  
**PROPOSED CHANGES TO THE RTP FREEWAY PROGRAM**  
**FY 07 - FY 11**

17	RC	101L - SR 74, Carefree Highway	07	07	\$179,000	\$182,000	\$3,000				Based on latest cost estimates	10308
17	LD	101L - SR 74, Carefree Highway	None	08	\$0	\$720	\$720				Create new landscape design project	New
17	LC	101L - SR 74, Carefree Highway	None	09	\$0	\$3,000	\$3,000				Create new landscape construction project	New
17	RC	Greenway Rd / Thunderbird Rd (Drainage Improvements)	07	None	\$8,000	\$0	(\$8,000)				Combine this project with "Peoria Ave / Cactus Rd (Drainage Improvements)" project for construction efficiency.	12506
17	RC	Peoria Ave / Cactus Rd (Drainage Improvements)	07	07	\$9,000	\$17,000	\$8,000				Change project name to "Peoria Ave - Greenway Rd (Drainage Improvements)". Add scope and funding from the "Greenway Rd / Thunderbird Rd (Drainage Improvements)" project to this project for construction efficiency.	11407
17	RD	Dove Valley Rd, City Advancement	None	07	\$0	\$1,800	\$1,800				Created this design project to align with acceleration plan.	New
17	RC	Dove Valley Rd, City Advancement	None	08	\$0	\$16,600	\$16,600				Created this construction project to align with acceleration plan.	New
17	RC	Jomax Rd / Dixileta Dr	06	07	\$29,700	\$40,000	\$10,300				In order to advertize the project, R/W issues need to be resolved. Cost was updated based on latest cost estimates and included Skunk Creek bridge.	40106 & 40206
<b>US60, GRAND AVENUE</b>												
60	RD	303L, Estrella - 101L, Agua Fria	07	07	\$1,320	\$1,900	\$580				Change name to "303L, Estrella - 99th Ave". Based on latest cost estimates	40207
60	RC	303L, Estrella - 101L, Agua Fria									Change name to "303L, Estrella - 99th Ave"	40309
60	RD	101L, Agua Fria - McDowell Rd	09	09	\$1,375	\$2,700	\$1,325				Based on latest cost estimates	40509
<b>US60, SUPERSTITION</b>												
60	RD	I-10 - 101L, Price	08	08	\$440	\$700	\$260				Based on latest cost estimates	40308
60	LC	Gilbert Rd - Power Rd	07	07	\$4,100	\$5,100	\$1,000				Change name to "Val Vista Dr - Power Rd". Based on latest cost estimates.	43007
<b>SR85</b>												
85	RD/RW/ RU	MP 120.54 - MP 122.99	06	09	\$1,200	\$1,200	\$0				Reprogrm FY06 project	16606
85	RC	MC85 - Southern Ave	06	07	\$10,129	\$8,500	(\$1,629)				Reprogrm FY06 project	14904
85	RD/RW/ RU	Southern Ave - I-10	06	07	\$6,231	\$3,900	(\$2,331)				Reprogrm FY06 project	20906
85	RD/RW/ RU	I-8 to I-10	06	07	\$347	\$347	\$0				Reprogrm FY06 project	13006



**ARIZONA DEPARTMENT OF TRANSPORTATION  
PROPOSED CHANGES TO THE RTP FREEWAY PROGRAM  
FY 07 - FY 11**

85	RD/RW/ RU	I-8 to I-10	None	07	\$0	\$9,700	\$9,700				Create new project for design, R/W and utility work.	New
85	RD/RW/ RU	I-8 to I-10	None	08	\$0	\$10,200	\$10,200				Create new project for design, R/W and utility work.	New
85	RD/RW/ RU	I-8 to I-10	None	09	\$0	\$11,100	\$11,100				Create new project for design, R/W and utility work.	New
85	RC	MP 139.01 - 141.71	07	07	\$18,878	\$17,300	(\$1,578)				Based on latest cost estimates	15104
85	RC	MP 130.71 - MP 137.00	08	08	\$15,665	\$20,900	\$5,235				Based on latest cost estimates	13306
85	UC	MP 139.01 - 141.71, Utilities	None	07	\$0	\$1,100	\$1,100				Create new utility project	New
85	RC	Southern Ave - I-10	07	07	\$8,602	\$11,200	\$2,598				Based on latest cost estimates	20806
<b>SR87</b>												
87	RW	Forest Boundary - New Four Peaks	None	07	\$0	\$400	\$400				Need to obtain privately owned R/W	New
<b>US93</b>												
93	RC	Wickenburg By-Pass	07	07	\$26,800	\$29,000	\$2,200				Based on latest cost estimates	13606
<b>101L, AGUA FRIA</b>												
101	RC	I-10 - MC85	08	09	\$3,500	\$3,500	\$0				To align with design current design schedule	11807
<b>101L, PIMA</b>												
101	FMS	I-17 - Princess Dr	07	07	\$8,410	\$6,600	(\$1,810)				Based on latest cost estimates	13806
101	FMS	Princess Dr - 202L, Red Mountain	07	07	\$6,000	\$8,400	\$2,400				Based on latest cost estimates	40507
101	FMS	I-10 - I-17	07	07	\$5,885	\$6,885	\$1,000				Based on latest cost estimates	40606
101	RC	Scottsdale Rd - Hayden Rd, Local	None		\$0						City project within ADOT corridor	New
<b>101L, PRICE</b>												
101	FMS	Baseline Rd - 202L, Santan	10	None	\$5,500	\$0	(\$5,500)				Delete this FMS project and created "FMS Preservation, FY07 - FY11" and "FMS Rehab" projects.	41110
<b>202L, RED MOUNTAIN</b>												



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**ARIZONA DEPARTMENT OF TRANSPORTATION  
PROPOSED CHANGES TO THE RTP FREEWAY PROGRAM  
FY 07 - FY 11**

202	RD	Rural Rd - 101L, WB	08	08	\$495	\$800	\$305				Based on latest cost estimates	43108
202	RD	I-10/SR51 TI - 101L, EB	08	08	\$3,300	\$4,800	\$1,500				Based on latest cost estimates	41108
<b>303L, ESTRELLA</b>												
303	RD/RW	Happy Valley Rd - I-17, Interim	07	None	\$40,000	\$0	(\$40,000)				Delete this project and create separate design and R/W projects.	40807
303	RD	Happy Valley Rd - I-17, Interim	None	07	\$0	\$14,000	\$14,000				Separated this design project from multi phased project (RD & RW).	New
303	RW	Happy Valley Rd - I-17, Interim	None	07	\$0	\$26,000	\$26,000				Separated this R/W project from multi phased project (RD & RW).	New
303	RD/RW	I-10 - US60, Grand Ave	07	07	\$5,000	\$5,000	\$0				Change type of work to "Design" from "R/W & Design"	40906
303	RD/RW	I-10 - US60, Grand Ave	07	07	\$10,000	\$10,000	\$0				Change type of work to "R/W" from "R/W & Design"	40907
303	RD/RW	I-10 - US60, Grand Ave	08	08	\$10,000	\$10,000	\$0				Change type of work to "Design" from "R/W & Design"	40908
303	RD/RW	I-10 - US60, Grand Ave	09	None	\$10,000	\$0	(\$10,000)				Delete this project and create separate design and R/W projects.	40909
303	RD	I-10 - US60, Grand Ave	None	09	\$0	\$4,500	\$4,500				Separated this design project from multi phased project (RD & RW).	New
303	RW	I-10 - US60, Grand Ave	None	09	\$0	\$5,500	\$5,500				Separated this R/W project from multi phased project (RD & RW).	New
303	RD/RW	I-10 - US60, Grand Ave	10	None	\$10,000	\$0	(\$10,000)				Delete this project and create separate design and R/W projects.	40910
303	RD	I-10 - US60, Grand Ave	None	10	\$0	\$4,500	\$4,500				Separated this design project from multi phased project (RD & RW).	New
303	RW	I-10 - US60, Grand Ave	None	10	\$0	\$5,500	\$5,500				Separated this R/W project from multi phased project (RD & RW).	New
<b>SYSTEMWIDE</b>												
SW	MISC	Asphalt Rubber Noise Mitigation	07	06	\$5,222	\$9,300	\$4,078				Change name to "Quiet Pavement Phase VII". Return to FY06 from FY07	41506
SW	MISC	Asphalt Rubber Noise Mitigation	07	07	\$18,278	\$14,200	(\$4,078)				Change name to "Quiet Pavement Phase VIII"	41107
SW	FMS	Freeway Management System Projects	11	11	\$3,370	\$1,270	(\$2,100)				Balance FMS program	41911
SW	FMS	FMS Preservation	None	07	\$0	\$720	\$720				To preserve/maintain existing FMS system	New
SW	FMS	FMS Preservation	None	08	\$0	\$720	\$720				To preserve/maintain existing FMS system	New
SW	FMS	FMS Preservation	None	09	\$0	\$720	\$720				To preserve/maintain existing FMS system	New
SW	FMS	FMS Preservation	None	10	\$0	\$720	\$720				To preserve/maintain existing FMS system	New



## RTP Program Modification (6-5-06)



**ARIZONA DEPARTMENT OF TRANSPORTATION**  
**PROPOSED CHANGES TO THE FY 2008 - FY 2011 REGIONAL TRANSPORTATION PLAN FREEWAY PROGRAM**

			Fiscal Year		Budget (000)			Schedule (Ad Date)				
Route	Phase	Project	From	To	From	To	Change	From	To	Change	Other Misc. Changes (Comments)	Item No.
I-10												
10	RW	40th St - Baseline Rd, CD Road	08	09	\$20,000	\$20,000	\$0				Based on expected duration of study, this R/W project will not be ready in FY08.	17207
10	RC	40th St - Baseline Rd, CD Road	09	10	\$50,000	\$50,000	\$0				Design will not be ready to advertise construction project in FY09.	12406
10	RC	40th St - Baseline Rd, CD Road	10	11	\$55,765	\$55,765	\$0				Design will not be ready to advertise construction project in FY10.	11307
10	RC	40th St - Baseline Rd, CD Road	11	12	\$85,000	\$85,000	\$0				Design will not be ready to advertise construction project in FY11.	40010
10	RC	SR51 - 40th St, CD Road	11	12	\$120,000	\$120,000	\$0				Design will not be ready to advertise construction project in FY11.	40111
10	RD	202L, Santan - Riggs Rd	08	09	\$2,310	\$2,310	\$0				Based on expected duration of study, this design project will not be ready in FY08.	10103
10	RC	202L, Santan - Riggs Rd	09	10	\$42,000	\$65,000	\$23,000				Design will not be ready to advertise construction project in FY09. Based on latest cost estimates.	12407
10	RD	SR303L - Sarival Rd	09	None	\$1,200	\$0	(\$1,200)				Scope of this project is included in I-10/303L TI design project.	43309
10	RC	SR303L - Sarival Rd	11	None	\$22,000	\$0	(\$22,000)				Scope of this project is included in I-10/303L TI construction project.	43011
I-17												
17	RW	101L - Happy Valley Rd	None	08	\$0	\$7,500	\$7,500				Create this R/W project in FY08 and use latest cost estimates.	New
17	RW	101L - Happy Valley Rd	None	09	\$0	\$5,000	\$5,000				Create this R/W project in FY09 and use latest cost estimates.	New
17	RW	Happy Valley Rd - Dixileta Dr	None	08	\$0	\$6,000	\$6,000				Create this R/W project in FY08 and use latest cost estimates.	New
17	RW	Dixileta Dr - SR74, Carefree Highway	None	08	\$0	\$1,500	\$1,500				Create this R/W project in FY08 and use latest cost estimates.	New
17	LD	101L - SR74, Carefreeway Highway	08	09	\$720	\$720	\$0				Delay this project to FY09 to align roadway construction schedule.	43608
17	LC	101L - SR74, Carefreeway Highway	09	10	\$3,000	\$3,000	\$0				Delay this project to FY10 to align roadway construction schedule.	43509
17	RC	Jomax Rd - SR74, Carefree Highway	None	08	\$0	\$95,000	\$95,000				Create this project from the deleted project and use latest cost estimates.	New
US60, Grand Avenue												
60	RC	SR303L, Estrella - 99th Ave	09	09	\$24,000	\$40,000	\$16,000				Based on latest cost estimates.	40309
SR74, Carefree Highway												
74	RC	US60, Grand - SR303L (Const. Passing lanes, MP20-22, EB & WB)	08	08	\$2,000	\$3,600	\$1,600				Based on latest cost estimates.	40608



**ARIZONA DEPARTMENT OF TRANSPORTATION**  
**PROPOSED CHANGES TO THE FY 2008 - FY 2011 REGIONAL TRANSPORTATION PLAN FREEWAY PROGRAM**

<b>99th Avenue</b>											
99	RD	I-10 - MC85	08	09	500	500	\$0			Based on expected duration of study, this design project will not be ready in FY08.	13706
99	RC	I-10 - MC85	09	10	3,500	3,500	\$0			Design will not be ready to advertise construction project in FY09.	11807
<b>101L, Agua Fria</b>											
101	RD	Beardsley Rd	11	11	2,600	700	(\$1,900)			Change project name to "Beardsley Rd / Union Hills Dr" from "Beardsley Rd". Use latest cost estimates.	40811
101	RC	Thunderbird Rd	None	08	0	3,000	\$3,000			Create this project from "TI Improvements" subprogram (item # 12708).	New
<b>SR153, Sky Harbor</b>											
153	RC	Superior Ave - University Dr	08	09	16,000	16,000	\$0			City of Phoenix request to put project on hold pending airport access study.	81606
153	LD	Superior Ave - University Dr	08	09	60	60	\$0			Delay this landscape design project to FY09 to align roadway construction schedule.	82506
153	LC	Superior Ave - University Dr	09	10	610	610	\$0			Delay this landscape construction project to FY10 to align roadway construction schedule.	80407
<b>202L, South Mountain</b>											
202	RW & RD	51st Ave - I-10 West	08	None	30,000	0	(\$30,000)			Delete this multi phased (Design & R/W) project and create separate design and R/W projects.	41607
202	RW	51st Ave - I-10 West	None	08	0	15,000	\$15,000			Separated this R/W project from multi phased project.	New
202	RD	51st Ave - I-10 West	None	09	0	15,000	\$15,000			Separated this design project from multi phased project.	New
202	RW & RD	51st Ave - I-10 West	09	09	33,000	50,000	\$17,000			Change phase to "RW" from "RW & Design" and use latest cost estimates.	43008
202	RC	51st Ave - I-10 West	09	None	60,000	0	(\$60,000)			Delete this project and create two new projects (one project in FY09 and one project in FY10).	40808
202	RC	51st Ave - I-10 West	None	09	0	30,000	\$30,000			Create this project in FY09 from the deleted project.	New
202	RC	51st Ave - I-10 West	None	10	0	30,000	\$30,000			Create this project in FY10 from the deleted project.	New
202	RD	I-10 East/Santan TI - 51st Ave	08	09	10,000	10,000	\$0			Based on expected duration of study, this design project will not be ready in FY08.	41608
<b>202L, Red Mountain</b>											
202	RD	Rural Rd - 101L, WB	08	08	800	2,600	\$1,800			Based on latest cost estimates.	43108
202	RC	Rural Rd - 101L, WB	09	09	9,000	32,000	\$23,000			Based on latest cost estimates.	41109
202	RD	I-10/SR51 TI - 101L, EB	08	08	4,800	9,200	\$4,400			Based on latest cost estimates.	41108



**ARIZONA DEPARTMENT OF TRANSPORTATION**  
**PROPOSED CHANGES TO THE FY 2008 - FY 2011 REGIONAL TRANSPORTATION PLAN FREEWAY PROGRAM**

202	RC	I-10/SR51 TI - 101L, EB	09	09	60,000	105,500	\$45,500				Based on latest cost estimates.	41209
202	RD	Rural Rd - 101L	11	11	1,430	1,760	\$330				Based on latest cost estimates.	41411
<b>SR303L</b>												
303	RC	Happy Valley Rd - I-17, Interim	08	None	70,000	0	(\$70,000)				Delete this project and create two new projects (one project in FY08 and one project in FY09).	41408
303	RC	Happy Valley Rd - I-17, Interim	09	None	100,000	0	(\$100,000)				Delete this project and create two new projects (one project in FY08 and one project in FY09).	43209
303	RC	Happy Valley Rd - Lake Pleasant Rd, Interim	None	08	0	177,000	\$177,000				Create this project in FY08 from the deleted project and use latest cost estimates.	New
303	RC	Lake Pleasant Rd - I-17, Interim	None	09	0	134,000	\$134,000				Create this project in FY09 from the deleted project and use latest cost estimates.	New
303	RW	Lake Pleasant Rd - I-17	None	08	0	40,000	\$40,000				Create this project in FY08 from the deleted project and use latest cost estimates.	New
303	RD	I-10 - US60, Grand Ave	08	08	10,000	10,000	\$0				Change phase to "RW" from "Design"	40908
303	RC	I-10/303L TI Phase I, I-10 Re-alignment	None	11	0	135,000	\$135,000				Create new construction project at I-10/303L TI.	New
<b>SR802, Williams Gateway</b>												
802	RW	202L, Santan - Meridian Rd	None	11	0	2,000	\$2,000				Continuous funding for R/W protection	New
<b>System Wide (SW)</b>												
SW	Noise	Asphalt Rubber Noise Mitigation	08	08	21,000	14,500	(\$6,500)				Advance \$6.5 million to FY07 in order to advertise Quiet Pavement IX project.	41508
SW	Maint	Maintenance (Landscape, litter & sweep)	08	08	10,000	11,600	\$1,600				Based on latest cost estimates.	42908
SW	RC	TI Improvements	08	08	3,300	300	(\$3,000)				Use \$3M for Agua Fria Freeway at Thunderbird Rd TI improvements.	12708
SW	RC	TI Improvements	None	10	0	3,000	\$3,000				Continuous funding for TI improvement projects.	New
SW	RC	TI Improvements	None	11	0	3,000	\$3,000				Continuous funding for TI improvement projects.	New
SW	RD	Design Funding for FY2011 & 2012 Construction Projects	09	None	4,072	0	(\$4,072)				This project will be covered by Management Consultants.	10609
SW	RD	DCR/EIS Study for Future Projects	09	None	1,000	0	(\$1,000)				This project will be covered by Management Consultants.	10509
							<b>TOTAL:</b>	<b>\$536,558</b>				



## **APPENDIX B**

### **CTOC 2006 ISSUES DATABASE**



## CTOC 2006 ISSUES

<i>Date</i>	<i>Issue Source</i>	<i>Issue</i>	<i>Request Form</i>	<i>Agency Impacted</i>	<i>Issue Type</i>	<i>Summary/Comment</i>
01/31/2006	Roc Arnett	East Valley Pinal Study	Meeting minutes	ADOT	Planning	Asked if the conceptual freeway and the State highway systems for the north/south freeway in the East Valley Pinal Study could be developed.
01/31/2006	Roc Arnett	Liter Problems	Meeting minutes	ADOT	Local	Ask how liter hot spots were identified.
01/31/2006	George Davis	Adopt-a-Highway	Meeting minutes	ADOT	Freeway	Questioned if ADOT pursued highway sponsorship and if there was a cost associated with adopting a highway.
01/31/2006	Jack Lunsford	HURF Funding	Meeting minutes	Legislature	Financial	CTOC approved supporting the restoration of \$118 million to HURF from the State General Fund by the 2006 Legislature.
01/31/2006	Jack Lunsford	HURF Funds	Meeting minutes	ADOT	Financial	Commented that a bill was introduced last year to let citizens determine if they want to increase DPS and transportation issues 6% cap to 20%.
01/31/2006	Dianne Barker	HURF Funds	Meeting minutes	ADOT	Financial	Expressed concern regarding raising the 6% cap - she feels it's a serious issue and it needs to be discussed thoroughly.
01/31/2006	William Crowley	HURF Funds	Meeting minutes	ADOT	Financial	He stated he supports both issues the restoration of \$118 million and raising the cap to 20%.
01/31/2006	William Crowley	Bus Shelters	Meeting minutes	RPTA	Multimodal	He feel there should be more bus shelters for citizens instead of covered parking at the park and ride lots.

<i>Date</i>	<i>Issue Source</i>	<i>Issue</i>	<i>Request Form</i>	<i>Agency Impacted</i>	<i>Issue Type</i>	<i>Summary/Comment</i>
01/31/2006	Jack Lunsford	L101 Stack	Meeting minutes	ADOT	Freeway	Expressed concern about the lack of communication with the people in the west valley regarding the depressed section of Loop 101 Freeway.
01/31/2006	Terry Rainey	HOV Lanes	Meeting minutes	ADOT	Planning	Questioned why HOV lanes were not part of original design on Pima Freeway.
03/03/2006	Joe Ryan	Light Rail	Email	MAG	Transit	Submitted a document to forward to MAG regarding his suggestion for a wide-body vehicle with written plans instead of the light rail.
03/10/2006	Robin Petty	Light Rail	Meeting minutes	RPTA	Transit	Concerned about light rail night construction and power outages occurring to local residents with disabilities.
03/10/2006	Richard Tracy	Pollution	Meeting minutes	MAG	Air Quality	He feels we should take down Terminal two at Sky Harbor to move people east and west easier and reduce traffic to Sky Harbor Airport.
03/10/2006	Dan Cook	Funding	Meeting minutes	ADOT	Financial	Asked ADOT- Aviation if they could find funding for a terminal area storm drain.
03/10/2006	William Crowley	Buses	Meeting minutes	RPTA	Transit	Asked why current plans don't show bus routes extending further distances out to benefit more citizens.
03/10/2006	Martin Shultz	Transportation	Meeting minutes	ADOT	Planning	Feels we should accelerate transportation plans and must plan more for transportation outside of Maricopa County.
03/10/2006	Deborah Williams	Scheduling	Meeting minutes	RPTA	Transit	Asked why it takes ten-years from the offset of a public transit plan to the actually service being available. Is there anyway to shorten the process?



<i>Date</i>	<i>Issue Source</i>	<i>Issue</i>	<i>Request Form</i>	<i>Agency Impacted</i>	<i>Issue Type</i>	<i>Summary/Comment</i>
05/02/2006	Joe Ryan	South Mountain Freeway	Email	ADOT	Planning	Recommends the South Mountain Freeway parallel 99th Avenue an add connectors to and from Loop 101.
05/19/2006	Roc Arnett	Freeway Ramp	Email	ADOT	Freeway	Inquired about the possibility of constructing a connecting ramp between US60 and Dobson WB on-ramp with a braided freeway to freeway WB to NB ramps to Loop 101.
05/22/2006	Jim Jochim	South Mountain Freeway	Mail/newspaper	ADOT	Freeway	Feels the President of the United States by Executive Order, should shrink the size of the Indian Reservation so we can build the South Mountain Freeway.
05/22/2006	Joe Ryan	Light Rail	Email	ADOT	Freeway	Stated he is against Light Rail and thinks the money should go to more freeways to accommodate the extreme growth in the county.
05/23/2006	George Davis	South Mountain Freeway	Meeting minutes	ADOT	Freeway	Ask when construction of the South Mountain Freeway might start and be completed.
05/23/2006	Nelson Ladd	Tire Pollutants	Meeting minutes	ADOT	Air Quality	Asked what is being done to address pollutants that come off of tires and freeway pavement.
05/23/2006	Roc Arnett	Air Quality Budget	Meeting minutes	ADOT	Air Quality	The question was asked how much money was in the budget for ADOT's Air Quality Control Program.
05/23/2006	Nelson Ladd	Williams Gateway Freeway.	Meeting minutes	ADOT	Planning	Asked if the bids for the Williams Gateway Freeway were cost bids or open ended and also who coordinates the studies that are done.
05/23/2006	George Davis	Freeways Planned	Meeting minutes	ADOT	Freeway	Asked if ADOT is going to be able to construct the primary freeways promised the voters in the last election in Proposition 400.

<i>Date</i>	<i>Issue Source</i>	<i>Issue</i>	<i>Request Form</i>	<i>Agency Impacted</i>	<i>Issue Type</i>	<i>Summary/Comment</i>
05/30/2006	Jim Jochim	ADOT	Mail/newspaper	ADOT	Administrative	He feels ADOT should have a turnover of new fresh leadership and offer "incentive retirement plans" again.
06/13/2006	Jim Jochim	Right-of-Way costs	Letter / Memo	ADOT	Administrative	States the high right-of-way costs ADOT is putting out for land could be better used to hire a top of the line consulting firm to get ADOT running more effectively.
07/05/2006	Joe Ryan	South Mountain Freeway	Email	ADOT	Planning	Questioning who actually has the final decision on the alignment of the future South Mountain Freeway.
07/07/2006	Jim Jochim	South Mt. Fwy. & ADOT	Letter / Memo	ADOT	Planning	Upset with the 55th Ave. choice for the S. Mtn. Fwy., alignment and disregard for Ahwatukee's objections against it. Also unhappy with political favoritism he feels ADOT shows.
07/15/2006	Joe Ryan	Elevated Rail	Email	RPTA	Planning	Recommends light-weight elevated vehicles to be used for our transportation needs and for greater safety, lower cost and less congestion on existing routes.
08/08/2006	Gary Green	Light Rail Safety	Email	RPTA	Planning	Submitted an article regarding a bicyclist killed by Light Rail and wanted to emphasize the dangers of the Light Rail and safety precautions needed.
08/09/2006	Gary Green	Light Rail Safety	Email	RPTA	Planning	Submitted an article regarding an ambulance and a Light Rail Train crash. Both vehicles thought they had triggered the emergency switch that overrides lights at the intersection.
08/11/2006	Gary Green	Light Rail Safety	Email	RPTA	Planning	Submitted an article regarding a bus and Light Rail Train crash again emphasizing the precautions needed with Light Rail Transit.



<i>Date</i>	<i>Issue Source</i>	<i>Issue</i>	<i>Request Form</i>	<i>Agency Impacted</i>	<i>Issue Type</i>	<i>Summary/Comment</i>
09/08/2006	Joe Ryan	Light Rail	Email	RPTA	Transit	Stated he feels the cost for Light Rail has gotten completely out of hand. Costs have grown greatly since the original cost planned.
09/08/2006	Fred Pinkney	20-Yr. Trans. Plan	Email	ADOT	Financial	Concerned the Light Rail officials can alter Proposition 400 down the road for financial purposes.
09/14/2006	Bob Poole	Transportation	Email	ADOT	Planning	Commented on a new Transportation Study done by the Reason Foundation called the Galvin Mobility Project which focused on mobility and congestion solutions.
09/14/2006	Joe Ryan	Light Rail	Email	RPTA	Transit	He explained how federal policies are distorting local transit planning creating more problems.
09/26/2006	David Carey	Bus Transit	Meeting minutes	RPTA	Transit	Asked for increased bus services for the disable and problems they encounter using the bus.
09/26/2006	Bob McKnight	Deck Park/Concrete	Meeting minutes	Other	Other	Commented about accidents in the Deck Park Tunnel and suggested headlights being required. Also suggested the use of Fly Ash for the concrete shortage.
09/26/2006	Joe Ryan	Freeways	Meeting minutes	ADOT	Planning	Feels the freeways are too costly, congested and slow.
09/26/2006	Dianne Barker	Bus Transit	Meeting minutes	RPTA	Planning	Commented on the county's growth, stating she feels we need to continue plans for more buses and increase the flexibility of the plan.
09/26/2006	Nelson Ladd	HOV Lanes	Meeting minutes	FHWA	Financial	Asked if Federal funding was available for HOV lanes.

<i>Date</i>	<i>Issue Source</i>	<i>Issue</i>	<i>Request Form</i>	<i>Agency Impacted</i>	<i>Issue Type</i>	<i>Summary/Comment</i>
09/26/2006	Roc Arnett	RPTA 20-Yr. Plan	Meeting minutes	RPTA	Administrative	He asked what accountability measures are in place to assure the RPTA standards set in the 2004 legislation.
09/26/2006	Roc Arnett	Mission Statement	Meeting minutes	RPTA	Transit	He suggested RPTA have a more direct and positive mission statement to develop and deliver integrative services.
09/26/2006	Joe Ryan	RPTA 20-Yr. Plan	Meeting minutes	RPTA	Multimodal	He asked about the timing of incorporating the cost elements into the planning system of the RPTA 20-Year Strategic Vision and Plan.
09/26/2006	Terry Rainey	HOV Lanes	Meeting minutes	ADOT	Planning	Asked if there was a way in the future to plan HOV lanes on new freeways when there built.
09/26/2006	Bob McKnight	Public Transit	Meeting minutes	Local Gov.	Transit	He asked why private transit wasn't more available.
10/13/2006	Robert Poole	Freeway Study	Email	ADOT	Planning	According to various national transportation studies America's urban areas need to add 104,000 lane miles of expressways, arterials and local roads in order to catch up with growth in vehicle miles traveled and eliminate the worst level of (Service F) congestion.
10/23/2006	Joe Ryan	Light Rail	Email	RPTA	Planning	Stated the Light Rail is going to raise havoc with our Intelligent Transportation System by over riding the pattern of light cycles of the ITS for street traffic therefore adding to congestion.
11/03/2006	Joe Ryan	Transportation	Email	MAG	Planning	Strongly feels we need a high-speed elevated transportation system and that it would be far more efficient than light rail and freeways.
11/07/2006	Ethan Clark	Congestion	Email	ADOT	Planning	Suggests a third lane be added to the Loop 101 / US60 and a second dedicated off ramp for traffic going SB on the 101 to either EB/WB on the US60.



<i>Date</i>	<i>Issue Source</i>	<i>Issue</i>	<i>Request Form</i>	<i>Agency Impacted</i>	<i>Issue Type</i>	<i>Summary/Comment</i>
11/28/2006	Jack Lunsford	Hassayampa Study	Meeting minutes	ADOT	Financial	Stated that if the government promotes this future route it would be considered "self-serving", if businesses promote this it would be visionary.
11/28/2006	Nelson Ladd	Hassayampa Study	Meeting minutes	ADOT	Financial	Asked if the cost associated with the future route included highways and right-of-way and if there could be exchanges of federal lands.
11/28/2006	William Crowley	Hassayampa Study	Meeting minutes	ADOT	Planning	Asked about the "Canamex" location and where there going to get water.
11/28/2006	Jack Lunsford	Loop 101	Meeting minutes	ADOT	Freeway	Asked when the general purpose and HOV lanes will be constructed going north on the Loop 101.
11/28/2006	Nelson Ladd	Red Mountain Freeway	Meeting minutes	ADOT	Planning	He asked what was involved in the decision of the Red Mountain Freeway alignment.
11/28/2006	William Crowley	HOV & Gen. Purpose Lanes	Meeting minutes	ADOT	Freeway	Asked if HOV and general purpose lanes in TEA-21 will be added to the regional freeway system.
11/28/2006	Dianne Barker	Air pollution	Meeting minutes	MCDOT	Air Quality	She stated that Maricopa County has 23 pollution monitors around the valley and their website shows the pollution levels for the publics information.
11/28/2006	Bob McKnight	Railroad	Meeting minutes	Other	Multimodal	He feels the Union Pacific should put railroad around Gila Bend and SR85 as well as the Hassayampa area.
11/28/2006	George Davis	Hassayampa Study	Meeting minutes	ADOT	Planning	Asked if the population growth is going to continue to be ahead of the roads.

<i>Date</i>	<i>Issue Source</i>	<i>Issue</i>	<i>Request Form</i>	<i>Agency Impacted</i>	<i>Issue Type</i>	<i>Summary/Comment</i>
11/30/2006	Joe Ryan	Economy	Email	Local Gov	Financial	Feels MAG Metro planners are lowering th valley's economic potential with the transportation decisions they are making.



## **APPENDIX C**

### **CTOC STATUTE**

28-6356. Citizens transportation oversight committee

A. A citizens transportation oversight committee is established in counties with a population of one million two hundred thousand or more persons and that have levied a transportation excise tax pursuant to section 42-6104 or 42-6105.

B. The citizens transportation oversight committee consists of the following members who are not elected officials of or employed by this state or any county, city or town in this state:

1. One member who serves as chairperson of the committee and who is appointed by the governor pursuant to section 38-211.

2. One member who represents each supervisorial district in the county and who is appointed by the board of supervisors. The board of supervisors shall consult with the mayors of each city and town located within each supervisorial district regarding appointments. At all times during the term, each member appointed pursuant to this paragraph shall legally reside in a different city or town located in the county. Members appointed pursuant to this paragraph shall have expertise in transportation systems or issues.

3. One member who resides in the county and who is appointed by the governor pursuant to section 38-211.

C. Members shall be appointed for terms of three years.

D. The chairperson shall also serve as:

1. A nonvoting member of the departmental committee established by section 28-6951 only for issues relating to the regional transportation plan. The chairperson may appoint a designee to attend meetings of the departmental committee.

2. A voting member of the governing body of the regional planning agency in the county for all matters relating to the regional transportation plan.

3. A voting member of the transportation policy committee of the regional planning agency under section 28-6308 in the county for all matters relating to the regional transportation plan.

E. The citizens transportation oversight committee shall meet at least once each calendar quarter.

F. The citizens transportation oversight committee shall:

1. Review and advise the board, the governor, the director, the governing body of the regional planning agency and the board of directors of the regional public transportation authority on matters relating to all projects funded pursuant to section 42-6104 and in the regional transportation plan.

2. Review and make recommendations regarding any proposed major amendment of the regional transportation plan by the governing body of the regional planning agency pursuant to section 28-6353.

3. Annually review and comment on the criteria developed pursuant to section 28-6354, subsection B.

4. Hold public hearings and issue public reports as it deems appropriate.

5. Annually contract with an independent auditor who is a certified public accountant to conduct a financial compliance audit of all expenditures from the regional area road fund and the public transportation fund and receive the auditor's report. The department shall reimburse the committee for the cost of this audit from the highway user revenue fund pursuant to section 28-6538, subsection B, paragraph 1.

6. In consultation with the auditor general, set parameters for the performance audit prescribed in section 41-1279.03, subsection A, paragraph 6 in the county, review the results of the auditor general's performance audit and make recommendations to the regional planning agency, the regional public transportation authority, the department, the speaker of the house of representatives, the president of the senate and the governor.

G. The committee may:

1. Receive written complaints from citizens regarding adverse impacts of any transportation project funded in the regional transportation plan, determine which complaints warrant further review and make recommendations to the state transportation board regarding the complaints.

2. Receive written complaints from citizens relating to the regional planning agency's responsibilities as prescribed in this chapter, determine which complaints warrant further review and make recommendations to the regional planning agency regarding the complaints.

3. Make recommendations to the regional planning agency, the regional public transportation authority and the state transportation board regarding transportation projects and public transportation



systems funded in the regional transportation plan, the transportation improvement program, the department's five year construction program and the life cycle management program.

H. Failure by the citizens transportation oversight committee to act does not bar the governing body of the regional planning agency or the board of directors of the regional public transportation authority from taking action.

I. Members of the committee are not eligible to receive compensation or reimbursement for expenses.

1 purposes that is acquired for the regional ~~freeway system~~ FREEWAYS AND OTHER  
2 ROUTES ON THE STATE HIGHWAY SYSTEM RELATED TO THE REGIONAL TRANSPORTATION  
3 PLAN with monies from the regional area road fund or monies distributed from  
4 the highway user revenue fund pursuant to section 28-6538, subsection B,  
5 paragraph 1. The department shall determine the amount of the reimbursement  
6 according to the fair rental value of the property based on an independent  
7 appraisal. The department shall allocate and reimburse the amount to the  
8 fund from which the monies were taken.

9 Sec. 17. Section 28-6356, Arizona Revised Statutes, as amended by Laws  
10 2003, chapter 217, section 6, is amended to read:

11 28-6356. Citizens transportation oversight committee

12 A. A citizens transportation oversight committee is established in  
13 counties with a population of one million two hundred thousand or more  
14 persons and that have levied a transportation excise tax pursuant to section  
15 42-6104 OR 42-6105.

16 B. The citizens transportation oversight committee consists of the  
17 following members who are not elected officials of or employed by this state  
18 or any county, city or town in this state:

19 1. One member who serves as chairperson of the committee and who is  
20 appointed by the governor pursuant to section 38-211.

21 2. One member who represents each supervisorial district in the county  
22 and who is appointed by the board of supervisors. The board of supervisors  
23 shall consult with the mayors of each city and town located within each  
24 supervisorial district regarding appointments. At all times during the term,  
25 each member appointed pursuant to this paragraph shall legally reside in a  
26 different city or town located in the county. Members appointed pursuant to  
27 this paragraph shall have expertise in transportation systems or issues.

28 3. One member who resides in the county and who is appointed by the  
29 governor pursuant to section 38-211.

30 C. Members shall be appointed for terms of three years.

31 D. The chairperson shall also serve as:

32 1. A nonvoting member of the departmental committee established by  
33 section 28-6951 only for issues relating to the regional ~~freeway system~~  
34 TRANSPORTATION PLAN. The chairperson may appoint a designee to attend  
35 meetings of the departmental committee.

36 2. A voting member of the governing body of the regional planning  
37 agency in the county for all matters relating to the regional ~~freeway system~~  
38 TRANSPORTATION PLAN.

39 3. A VOTING MEMBER OF THE TRANSPORTATION POLICY COMMITTEE OF THE  
40 REGIONAL PLANNING AGENCY UNDER SECTION 28-6308 IN THE COUNTY FOR ALL MATTERS  
41 RELATING TO THE REGIONAL TRANSPORTATION PLAN.

42 E. The citizens transportation oversight committee shall meet at least  
43 once each calendar quarter.



1 F. The citizens transportation oversight committee shall:

2 1. Review and advise the board, the governor, the director, the  
3 governing body of the regional planning agency and the board of directors of  
4 the regional public transportation authority on matters relating to all  
5 projects funded pursuant to section 42-6104 AND IN THE REGIONAL  
6 TRANSPORTATION PLAN.

7 2. Review and make recommendations regarding any proposed major  
8 ~~revision~~ AMENDMENT of the regional transportation plan by the governing body  
9 of the regional planning agency PURSUANT TO SECTION 28-6353. ~~for the~~  
10 ~~purposes of this paragraph, "major revision" means an addition or deletion~~  
11 ~~of a transportation project funded pursuant to section 42-6104.~~

12 3. Annually review and comment on the criteria developed pursuant to  
13 section 28-6354, subsection B.

14 4. Hold public hearings and issue public reports as it deems  
15 appropriate.

16 5. Annually contract with an independent auditor who is a certified  
17 public accountant to conduct a financial compliance audit of all expenditures  
18 from the regional area road fund and the public transportation fund and  
19 receive the auditor's report. The department shall reimburse the committee  
20 for the cost of this audit from the highway user revenue fund pursuant to  
21 section 28-6538, subsection B, paragraph 1.

22 6. In consultation with the auditor general, set parameters for the  
23 performance audit prescribed in section 41-1279.03, subsection A, paragraph  
24 6 in the county, review the results of the auditor general's performance  
25 audit and make recommendations to the regional planning agency, the regional  
26 public transportation authority, the department, the speaker of the house of  
27 representatives, the president of the senate and the governor.

28 G. The committee may:

29 1. Receive written complaints from citizens regarding adverse impacts  
30 of any transportation project funded pursuant to ~~section 42-6104~~ IN THE  
31 REGIONAL TRANSPORTATION PLAN, determine which complaints warrant further  
32 review and make recommendations to the state transportation board regarding  
33 the complaints.

34 2. Receive written complaints from citizens relating to the regional  
35 planning agency's responsibilities as prescribed in this chapter, determine  
36 which complaints warrant further review and make recommendations to the  
37 regional planning agency regarding the complaints.

38 3. Make recommendations to the regional planning agency, the regional  
39 public transportation authority and the state transportation board regarding  
40 TRANSPORTATION projects AND PUBLIC TRANSPORTATION SYSTEMS funded pursuant to  
41 ~~section 42-6104~~ in the regional transportation plan, the transportation  
42 improvement program, the department's five year construction program and the  
43 life cycle management program ~~for the regional freeway system.~~

44 H. Failure by the citizens transportation oversight committee to act  
45 does not bar the governing body of the regional planning agency or the board

1 of directors of the regional public transportation authority from taking  
2 action.

3 I. Members of the committee are not eligible to receive compensation  
4 or reimbursement for expenses.

5 Sec. 18. Section 28-6357, Arizona Revised Statutes, is amended to  
6 read:

7 28-6357. Special assistant for the regional transportation plan

8 A. The director shall appoint a special assistant for the regional  
9 ~~freeway system~~ TRANSPORTATION PLAN to provide coordination among the  
10 department of transportation, the regional planning agency and the local  
11 entities that are members of the regional planning agency on the regional  
12 ~~freeway system~~ TRANSPORTATION PLAN.

13 B. The duties of the special assistant for the regional ~~freeway system~~  
14 TRANSPORTATION PLAN include:

15 1. Life cycle management for the funding and programming of the  
16 regional ~~freeway system~~ TRANSPORTATION PLAN, including ombudsman services and  
17 oversight of gathering, analyzing, reporting, forecasting, coordinating,  
18 monitoring and executing information and programs related to the regional  
19 ~~freeway system~~ TRANSPORTATION PLAN.

20 2. Administrative support for the activities of the citizens  
21 transportation oversight committee established pursuant to section  
22 28-6356. The special assistant ~~for the regional freeway system~~ is eligible  
23 to receive reimbursement for expenses incurred by providing administrative  
24 support for the activities of the citizens transportation oversight committee  
25 from monies distributed from the highway user revenue fund pursuant to  
26 section 28-6538, subsection B, paragraph 1.

27 3. Preparation and dissemination of reports on the status and the  
28 progress of the regional ~~freeway system~~ TRANSPORTATION PLAN to the citizens  
29 transportation oversight committee, the governor, the speaker of the house  
30 of representatives, the president of the senate, the regional planning agency  
31 and other interested governmental agencies and citizens.

32 4. Coordination of public hearings of the citizens oversight committee  
33 on the regional ~~freeway system~~ TRANSPORTATION PLAN.

34 C. The special assistant for the regional ~~freeway system~~  
35 TRANSPORTATION PLAN is eligible to receive compensation pursuant to section  
36 38-611. Notwithstanding the limitations imposed in section 28-6305, the  
37 compensation OF THE SPECIAL ASSISTANT shall be paid from the regional area  
38 road fund.

39 Sec. 19. Section 28-7561, Arizona Revised Statutes, is amended to  
40 read:

41 28-7561. Bonds payable from transportation excise taxes

42 A. The board is designated as the body having sole and exclusive power  
43 to authorize and issue bonds or incur long-term obligations payable in whole  
44 or in part from monies in a regional area road fund established by chapter  
45 17, article 1 of this title. The board may act for and on behalf of a county



## **APPENDIX D**

### **FINANCIAL COMPLIANCE REPORT**



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USA

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## INDEPENDENT ACCOUNTANTS' REPORT ON APPLYING AGREED-UPON PROCEDURES

Citizens Transportation Oversight Committee  
Phoenix, Arizona

We have performed the procedures enumerated below, which were agreed to by the Maricopa Regional Area Road Fund's (the "Fund") management and the Citizens Transportation Oversight Committee (the "Committee"), solely to assist you in evaluating the Fund's compliance with Arizona Revised Statutes 28.6301 through 28.6392 during the year ended June 30, 2006. The Fund's management is responsible for the Fund's compliance with those requirements. This agreed-upon procedures engagement was conducted in accordance with attestation standards established by the American Institute of Certified Public Accountants. The sufficiency of these procedures is solely the responsibility of those parties specified in this report. Consequently, we make no representation regarding the sufficiency of the procedures described below either for the purpose for which this report has been requested or for any other purpose.

1. We obtained an Excel report listing all payments made to contractors or consultants from the Fund during the year ended June 30, 2006. We inquired of management whether this report was extracted from the accounting system ("ADVANTAGE") and was a complete listing, and we were informed that it was.
2. We randomly selected the following 25 expenditures from the listing obtained in number one above, covering different corridors (i.e., Loop 101, I-10) and phases (i.e., Construction, Design):

	Acceptance Date	Customer Name	Invoice	Amount	Project Number	Trans Number
1	7/15/2005	AAA LANDSCAPING	H529903CG5	\$ 185,070	H529903C	RPH52993507
2	8/12/2005	PULICE CONSTRUCTION INC	H625901CH5	4,805	H625901C	RPH62591508
3	9/2/2005	WESTERN AREA POWER ADMIN	ARUT270405B	190,000	H578201C	ARUT270405B
4	8/12/2005	M ANDERSON CONSTRUCTION CORP	H566603CH5	38,385	H566603C	RPH56663508
5	8/12/2005	PULICE CONSTRUCTION INC	H560901CH6	2,025	H560901C	RPH56091508
6	9/20/2005	SALT RIVER PROJECT	CUT248803A	20,808	H566601C	CUT248803A
7	9/27/2005	PARSONS BRINCKERHOFF QUADE	RPE04032I5	99,897	H578301D	RPE04032509
8	10/14/2005	VALLEY CREST LANDSCAPE INC	H538503CJ5	8,388	H538503C	RPH53853510
9	11/29/2005	BNSF RAILWAY COMPANY	CRR245603A	214,596	H560001C	CRR245603A
10	1/12/2006	NESBITT CONTRACTING CO INC	H640501CA6	484,639	H640501C	RPH64051601
11	2/10/2006	MEADOW VALLEY CONTRACTORS	H578205CB6	234,187	H578205C	RPH57825602
12	12/16/2005	PULICE CONSTRUCTION INC	H578301CL6	1,675,000	H578301C	RPH5783151A
13	1/12/2006	FNF CONSTRUCTION INC	H591201CA6	1,604,602	H591201C	RPH59121601
14	2/10/2006	PULICE CONSTRUCTION INC	H591301CB6	1,850,672	H591301C	RPH59131602
15	12/16/2005	PULICE CONSTRUCTION INC	H568604CL5	4,288,372	H568604C	RPH56864512
16	3/27/2006	CORRAL DYBAS GROUP INC	RPE06006C6	55,566	H689101D	RPE06006603
17	3/14/2006	QWEST	CUT259004A	1,666,596	H561001C	CUT250904A
18	3/27/2006	PARSONS BRINCKERHOFF QUADE	RPE05028C6	1,704	H688301L	RPE05028603
19	5/5/2006	SALT RIVER PROJECT	CUT215600D	5,909	H553201C	CUT215600D
20	4/14/2006	PULICE CONSTRUCTION INC	H591101CD6	168,675	H591101C	RPH59111604
21	4/21/2006	SALT RIVER PROJECT	CUT241002H	40,904	H538101C	CUT241002H
22	5/8/2006	STANLEY CONSULTANTS INC	RPE06012E6	240,781	H647901D	RPE06012605
23	5/12/2006	RECON INC	RPH57814E6	294,825	H578104C	RPH57814605
24	6/8/2006	PARSONS BRINCKERHOFF QUADE	RPE05028F6	20,962	H687001L	RPE05028606
25	6/16/2006	SOUTHWEST ASPHALT PAVING	H665001CF6	2,815,507	H665001C	RPH66501606



For each selection, we performed the following procedures:

- a. We agreed Construction and Design expenditures to ADVANTAGE Payment Estimates and, if the projects were completed, to the Progress and Final Payment Reports. No exceptions were noted.
- b. Through inquiries of ADOT personnel and through examination of the detail for contractor or consultant payments for fiscal year 2006, we noted there were no Right of Way phase expenditures.
- c. We obtained the object codes and activity codes used to classify the expenditures from the ADVANTAGE Payment Estimates. We compared these codes to the Fund's Project Charging Guidelines as an allowable cost without exception.
- d. We compared to the project number for all of the selected expenditures to the Maricopa Association of Governments Regional Freeway Life Cycle Program (the "MAG Program") for the year in which the project originated, without exception. We determined that the total expenditures to date for the project did not exceed the budgeted amount per the MAG Program plus third-party contributions and approved budget increases.

We were not engaged to, and did not, perform an examination, the objective of which would be the expression of an opinion on the specified elements, accounts, or items. Accordingly, we do not express such an opinion. Had we performed additional procedures, other matters might have come to our attention that would have been reported to you.

This report is intended solely for the information and use of the specified parties listed above and is not intended to be and should not be used by anyone other than these specified parties.

*Deloitte & Touche LLP*  
November 15, 2006

## **APPENDIX E**

### **2005 PERFORMANCE AUDIT STATUS**





**Arizona Department of Transportation**  
**Intermodal Transportation Division**

206 South Seventeenth Avenue Phoenix, Arizona 85007-3213

Janet Napolitano  
Governor

Victor M. Mendez  
Director

October 16, 2006

Sam Elters  
State Engineer

Ms. Debra K. Davenport  
Auditor General  
Arizona Auditor General's Office  
2910 North 44<sup>th</sup> Street, Suite 410  
Phoenix, Arizona 85018-7243

RE: Six Month Status Update of the 2005 Performance Audit of Arizona Department of Transportation, Maricopa County Regional Freeway System

Dear Ms. Davenport:

The following information summarizes the Arizona Department of Transportation's implementation of the six recommendations contained in the 2005 Auditor General's Report, # 05-CRI.

**Recommendation**

1. Continue to improve and implement successful project management practices, both through the completion of the Accelerated Program and in the implementation of new RFS programming, including the current change order review and approval process.

**Action**

ADOT has initiated comprehensive project management practices through the completion of the 2007 Accelerated Program which accelerated completion from the previously scheduled 2014 Regional Freeway System by seven years. Completion of the 137 mile Regional Freeway System is presently scheduled for mid 2008 when construction of the Red Mountain Freeway from Power Road to U.S. 60 is finished. A detailed description of the revised change order review and approval process is contained in the attached ADOT and MAG Change Order Policy. Refer to Attachment 1. This policy has been adopted by both ADOT and MAG as the formal process required for all project changes in the implementation of Proposition 400 program including the Regional Transportation Plan.

2. Develop and implement a memorialization and retention policy for documentation of approved project changes and key project decision which enable easy documentation location and view.

**Action**

The Valley Transportation Management Office in cooperation with DMJM-Harris, Administrative Management Consultant are in the process of developing and implementing a memorialization and retention policy to document approval project changes and key project decisions through two formalized activities. The first action involved the collection and retention of all historic project documentation to be included in project files as well as contained in a historic overview of project files for all Regional Freeway System projects including Loops 101 and 202, State Route 51 and 143. Included in these files are two projects which were identified in the 1985 Regional Freeway Plan but will also be included in implementation of the Regional Transportation Plans. These freeways are the Estrella Freeway, Loop 303 and the South Mountain Freeway, Loop 202. Documentation of approved change orders and key



project decisions is being incorporated in the project history files contained in the new Data Warehouse. Completion of this undertaking is anticipated in 2007.

- a. ADOT should consider developing a checklist to keep in the centralized project files that indicates all the types of documentation to be included in the files, so that at any point, a project file could reasonably be expected to provide a comprehensive overview of changes to the project and/or other key project decisions throughout the project's development.

#### **Action**

Development of a draft project checklist is in process with a draft document (refer to Attachment 2) currently being reviewed by all involved highway development teams. A final project checklist is scheduled for management review and approval by December 2006. Inclusion of the approved checklist will be added to both prior project files as well as new project files beginning in January 2007.

3. Develop a single database, or a system of coordinated databases, which is capable of generating reports that track, present and explain the history of a project's incremental and cumulative development including budgeted to actual costs, timeline and scope changes. Ideally, this system should allow queries and reports for individual projects, whole corridors, and the Accelerated Program (and/or Proposition 400 program) overall.

#### **Action**

The recommendation is in process and represents the transition of extensive project information previously maintained by the management consultant into ADOT's new Data Warehouse. Refer to ADOT's March 1, '06, July 17, '06 and August 10, '06 correspondence to your office for plan details.

- a. Additionally, in the process of establishing a method of retrieving consolidated data, we recommend that ADOT examine opportunities to allocated indirect and/or apply direct project costs currently captured as "system-wide" expenditures for the purposes of Life Cycle Certification Reporting on corridor-specified obligations.

#### **Action**

DMJM-Harris, ADOT Regional Freeway System and Regional Transportation Plan management consultant completed the documentation of a Construction Cost Workbook which contains the financial history of all project construction costs. This compendium of direct and indirect costs, provide ADOT management with twenty years of project costs and is the definitive history to reference baseline expenditures, projected versus actual costs, inflation, changes in project costs due to change orders, modifications and project scope change etc. The workbook will prove invaluable as a financial tool for past and current project costs as well as a basis to assist in projecting future costs. Additionally in July ADOT published the attached two documents which track all construction and right-of-way costs as well as the financial status for both the Regional Freeway System and the first year of the Regional Transportation Plan. The intent of quantifying costs and revenues was to ensure compliance and implementation of firewalls to separate funding between the Regional Freeway System and the Regional Transportation Plan. Compilation of financial data will be easier for future tracking and auditing functions. These documents identified as Attachments 3 and 4 are included for review

- b. We also recommend that ADOT define and track right-of-way acquisition budgets and budget changes to watch for opportunities to increase its ability to anticipate the impact of right-of-way acquisition process on overall project budget.

#### **Action**



During the twenty years of the development and construction of the Regional Freeway System, the Department has gained considerable knowledge and experience in the most volatile factor in highway implementation cost which is the changing real estate market and its impact on right of way acquisition costs.

Estimating the initial cost of right of way for the Regional Freeway System has been difficult as cost variances have been significant over the span of twenty years. ADOT examined the right of way cost issues and strategized periodically on methods to keep right of way costs down. These efforts resulted on millions of dollars saved on right of way acquisition and relocation costs. However, controlling escalating right of way costs continues to be a challenge for ADOT. Right of way costs consistently have trended higher than projected costs. In a study titled "Escalating Cost of Right of Way" ADOT investigated the issues and concerns related to the escalation of the cost of right of way for completion of the Regional Freeway System. Data contained in this study provided baseline costs which have been incorporated in projecting right-of-way costs. The study, although have a valuable premier on the history of right-of-way cost trends in Maricopa County did not negate the remaining ten years of real estate appreciation from 1995 to 2005 which experienced the highest rate of inflation in a decade due to land speculation and growth throughout the Phoenix Metropolitan area

Following receipt of the Auditors General's recommendations, ADOT assigned an interdisciplinary team to review, identify and address issues and concerns related to the escalation of right of ways costs and examination of Maricopa County's real estate market. The intent of this review was to identify "lessons learned" from completion of the Regional Freeway System and identify strategy which could be incorporated in the acquisition of right-of-way for the Regional Transportation Plan. Also the team was directed to address the following:

1. Analyze the impact of the escalating right-of-way costs in Phase One 2006-2011 of the RTP.
2. Identify and evaluate alternatives to assist in containing right-of-way costs.
3. Recommend a plan that included identification and possible impacts of national and regional trends upon Arizona's economy which may affect real estate values in Maricopa County and to explore options to mitigate costs through innovative or alternative financial measures.

A team has been selected and will pursue this assignment from 2006 into 2007. Team member include the following personnel:

Eric Anderson, MAG Director	Pat Stone	John McGee
Sabra Mousavi	Steve Wilcox	Diane Ohde
Mike Bruder	Chuck Eaton	Bill Hayden

The team's initial meeting and objective included a discussion of the problem's magnitude, a review of assumptions used to project right-of-way costs and an assessment of what and how ADOT has done to address this problem and the dynamics of the real estate market in Maricopa County. The team also discussed increasing advanced right-of-way funding, emphasizing the importance of the "red letter" process with local governments, buying right-of-way using a time installment method, working more closely with the State Department of Real Estate and seeking input from the business sector involved with the realty market. The team will begin to document the escalation of market costs and consider future economic consequences to the Department in developing realistic budgets for prioritizing funding. The team anticipates providing its preliminary report in December 2006.

4. Require comparisons of historical budgets and estimated completion dates – and the memorialized explanation for all prior changes to them – when evaluating newly proposed change. Proposed



changes should also require the presentation of impact on key performance indicators established for the RFS program and other metrics on comparison to enable analysis of cost-efficiency and effectiveness (e.g. budgeted, estimated and actual costs per mile for similar projects.)

#### **Action**

ADOT staff continues in its implementation of this recommendation and anticipates documentation of this activity in early 2007.

5. Define key performance indicators for the RFS program that will help ADOT, MAG and STB recognize trends of performance that might trigger greater analysis for opportunities to improve cost-efficiency and effectiveness. For example, consider setting and tracking program success at delivering project within 95 percent the original schedule, or having actual project costs come within 10 percent of the first design estimate (plus inflation ) and/or other indicators, as proposed by ADOT, MAG and/or STB.

#### **Action**

Combined efforts involving ADOT, MAG and DMJM-Harris will continue during the fourth quarter of 2006 and is anticipated to be completed by mid 2007.

6. Require separate tracking, monitoring, and reporting on the completion, including funding and actual costs, of the Accelerated Program separately of the funding, costs, and timelines for initiatives resulting from passage of Proposition 400.

#### **Action**

The recommendation has been identified as one of the major tasks to be included in the Data Warehouse assignment. This project also required the combined efforts and input from Valley Transportation staff, DMJM-Harris and MAG. An interim report is anticipated in early 2007. a major first steps in this action was the preparation and distribution of the attached "2006 Annual Report on the status of the implementation of Proposition 400" Refer to Attachment 5

Please contact Bill Hayden, Manager of ADOT's Regional Freeway Transportation Plan Life Cycle Office, if you have additional questions regarding this status update or the completion schedule for implementation of your recommendations.

Again, thank you for your staff's assistance and cooperation in implementing the Audit's constructive recommendations.

Sincerely,

Bill Hayden

Attention: Kim Hildebrand, AU

Copies to:

David P. Jankofsky, ADOT  
John Bogert, ADOT  
Sam Elters, ADOT  
Dan Lance, ADOT

John McGee, ADOT  
Dennis Smith, MAG  
Eric Anderson, MAG  
Sabra Mousavi, ADOT  
Mike Bruder, ADOT  
Brian McInnis, ADOT  
Doan Bui, ADOT

Diane Ohde, ADOT  
Steve Wilcox, DMJM-Harris  
Chuck Eaton, DMJM-Harris

Attachments



## **APPENDIX F**

### **CTOC BUDGET**

# ***CITIZEN'S TRANSPORTATION OVERSIGHT COMMITTEE***

## ***Proposed FY 2006-2007 Budget***

<b><i>APPROPRIATION</i></b>	<b><i>DESCRIPTION</i></b>	<b><i>ALLOCATION</i></b>
<b><i>0600</i></b>	<b><i>Personal Services</i></b>	<b><i>\$15,000</i></b>
<b><i>0610</i></b>	<b><i>Employee Related Expenses</i></b>	<b><i>\$4,000</i></b>
<b><i>0620</i></b>	<b><i>Professional &amp; Outside Services *</i></b>	<b><i>\$15,000</i></b>
<b><i>0650</i></b>	<b><i>Travel - In State</i></b>	<b><i>\$1,000</i></b>
<b><i>0700</i></b>	<b><i>Other Operating Expenses **</i></b>	<b><i>\$8,000</i></b>
	<b><i>Total Operating Budget</i></b>	<b><i>\$43,000</i></b>

\* Includes \$13,000 for FY06 Financial Compliance Audit and meeting transcription costs.

The difference between FY05 & 06 "Professional & Outside Services" includes the last payment for the 5 Yr. Performance Audit, originally \$255,000.

\*\* Includes meeting costs, mailings, printing, publication, advertising, equipment usage, room fees and refreshments.



## **APPENDIX G**

### **JULY 2006 CERTIFICATION MAPS**

# Regional Freeway System

## January 2007 Certification



Remaining Life Cycle Cost  
(Millions) 2007 - 2008

Design	\$0
R/W	\$30
Construction	\$15

Total \$45

Obligated  
Roadway Construction \$370

- Existing Regional Freeway System
- Existing Non-Regional Freeway System
- Under Construction
- Under Study

- Total Life Cycle Program Miles : 137 Miles
- Grand Ave TI Improvement Locations (Year open to traffic) :  
27th Ave/Thomas (03), 43rd Ave/Camelback (04), 51st Ave/Bethany Home (04),  
55th Ave/Maryland (04), 59th Ave/Glendale (06), 67th Ave/Northern (05),  
75th Ave/Olive (04) and 91st Ave Ramps @101L (03)

Year open to traffic

Obligated construction cost, millions

\* Corridor under Environmental Impact Statement / Design Concept Report

Note : This map does not include Proposition 400 projects. The South Mountain and Sky Harbor corridors funding are included in the RTP Freeway Program.



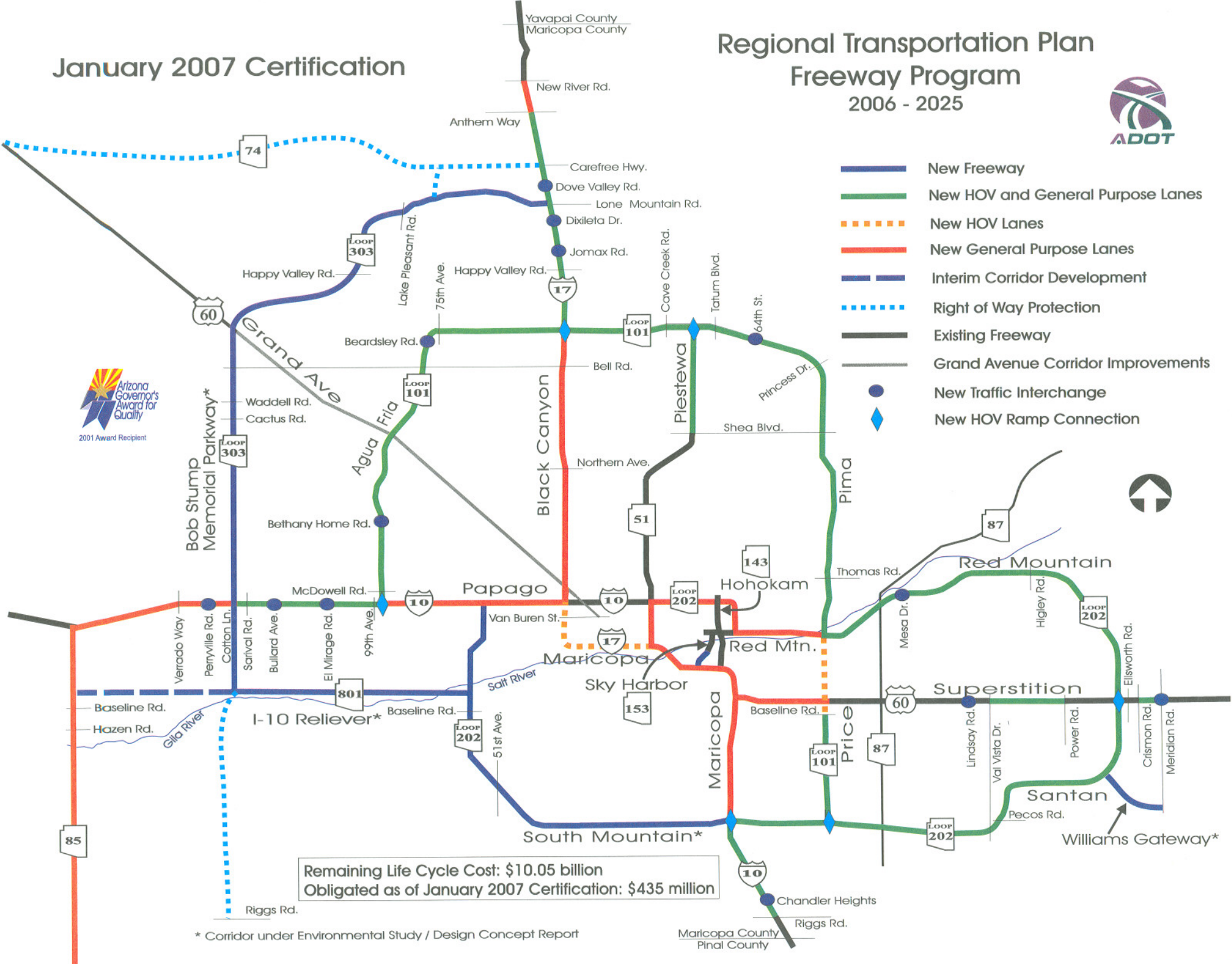


January 2007 Certification

# Regional Transportation Plan Freeway Program 2006 - 2025



- New Freeway
- New HOV and General Purpose Lanes
- - - New HOV Lanes
- New General Purpose Lanes
- - - Interim Corridor Development
- - - Right of Way Protection
- Existing Freeway
- Grand Avenue Corridor Improvements
- New Traffic Interchange
- ◆ New HOV Ramp Connection



Remaining Life Cycle Cost: \$10.05 billion  
Obligated as of January 2007 Certification: \$435 million

\* Corridor under Environmental Study / Design Concept Report

Maricopa County  
Pinal County